



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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PLANS AND PROGRAMS COMMITTEE

MEETING NOTICE

Monday, April 10, 2006
10:30 A.M.
CMA Board Room
1333 Broadway, Suite 220
Oakland, California 94612
(see map on last page of
agenda)

Members:
Chair: Councilmember Larry Reid
Vice Chair: Supervisor Scott Haggerty
Mayor Allan Maris
Mayor Roberta Cooper
Mayor Mark Green

Mayor Jennifer Hosterman
AC Transit Director Dolores Jaquez
BART Director Tom Blalock

Staff Liaison: Jean Hart
Secretary: Christina Muller

AGENDA

Copies of Individual Agenda Items are Available on the CMA's Website

1.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

2.0 CONSENT CALENDAR

Action

2.1 Minutes of March 13, 2006 (page 1)

2.2 Deputy Directors' Report* (page 5)

3.0 ACTION ITEMS

3.1 TFCA Program: Quarterly at Risk Report* (page 13) **Discussion/Action**

The Committee is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the TFCA Program.

3.2 Coordinated Programming**

Discussion/Action

Based on discussion at the March ACTAC meeting, CMA staff released a Request For Information (RFI) for TFCA eligible projects and Bicycle/Pedestrian capital projects that could be considered for a Coordinated Program. The information received from the RFI will provide a better understanding of the projects under consideration and allow staff to provide a recommendation for the timing of a call for projects or projects that may be able

to accept immediate programming. The RFI material is due to the CMA on March 31st. Staff will provide additional information on this item at the meeting.

3.3 East Bay SMART Corridors Program: Strategy to fund Operations and Maintenance (O&M) Activities* (page 19) Discussion/Action

The Plans and Programs Committee is requested to take an action on the SMART Corridors Operating and Maintenance Funding Plan to sustain the system until June 30, 2007. This plan requires an additional \$240,476 in funding to sustain the system until June 30, 2007. Staff is developing a recommendation on a cost sharing plan to meet this funding shortfall which will be presented to ACTAC at its April 4th meeting for review and recommendation. The recommendation from ACTAC will be presented to PPC at the April 10th meeting.

3.4 2006 State Transportation Improvement Program (STIP): Amendments for the Final Program of Projects Discussion/Action**

The adjustments to the STIP approved by the CMA at the February Board meeting have been submitted to MTC. CMA staff is working with MTC and CTC staff to incorporate the adjustments into the 2006 STIP. Additional amendments may be required prior to or after the adoption of the 2006 STIP. The Committee is requested to consider approving any additional required STIP amendments. Additional information will be available at the meeting.

3.5 Request to Caltrans to Conduct an I-80 Operational Study Action

It is recommended that the CMA Board request Caltrans to prepare an I-80 Operational Study similar to the study that is underway on I-880. The I-80 corridor continuously ranks as the most congested in the Bay Area. In addition to transit improvements already planned in the corridor, highway operational improvements would provide some congestion relief. Lessons learned in the I-880 Study can be applied to the I-80 corridor.

3.6 Request for CMA TIP funds to support the Central County Freeway Study* (page 23) Action

ACTA amended the 1988 Alameda County Transportation Expenditure Plan to eliminate the Route 238 Hayward Bypass and replace it with four projects. One of replacement projects is the Central Alameda County Freeway Operations Study with a funding amount of \$5 million. ACTA requested the CMA as the Transportation Planning Agency for Alameda County to serve as co-sponsor and manager of the study and any follow up project study reports as needed. In October 2005, the CMA Board authorized the Executive Director to enter into a funding agreement with ACTA for this work. It is estimated that the study and any follow up PSRs will take approximately 75% of one staff position over a three year period. ACTA adopted policies allow project sponsors to be reimbursed for salary plus benefits and direct costs such as consultant services; however they do not cover all costs to the CMA. Planning is a core function of the CMA; the study area is a vital link in the Goods Movement corridor identified as a high priority for the CMA. As the CMA's contribution to Central County Freeway Study, the Board is requested to 1) approve up to \$250,000 in CMA TIP funds to cover the additional costs; 2) authorize staff to seek grants to reduce the cost to the CMA TIP and 3) authorize the Executive Director to sign an amendment to the funding agreement with ACTA if necessary.

3.7 Transportation Fund for Clean Air (TFCA):

Exchange Proposal

Discussion/Action

MTC staff has contacted CMA staff regarding the exchange of additional TFCA funds for CMAQ funds. The MTC and the Air District are partnering in a \$2.25 million joint MTC-BAAQMD-Port of Oakland Truck Replacement Program. CMAQ funds are not eligible to fund approximately \$2 million of this project. TFCA funds could be used for the \$2 million component of this project. The CMA's TFCA program has approximately \$1 million of programming capacity in FY 2007/08 as well as additional capacity in future program years that may meet MTC's requirements for a proposed exchange for CMAQ funds. A proposal on this exchange will be presented to ACTAC on April 4th. ACTAC's recommendation on this proposal will be presented to the PPC at the April 10th meeting.

4.0 DISCUSSION OR INFORMATION ITEMS

There are no items this month.

5.0 ADJOURNMENT/NEXT MEETING: MONDAY, May 8, 2006

- (#) All items on the agenda are subject to action and/or change by PPC.
- * Attachments enclosed
- ** Materials will be available at the meeting.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND